

CANADIAN  
PACIFIC  
OWEN SOUND  
TRAIN WRECK  
1910.

## EXPRESS CRASHES INTO A FREIGHT

Hundred and Fifty Passengers  
Badly Shaken Up.

TWO OF THEM INJURED.

Caboose Cut in Two When  
Collision Comes.

Mr. William H. Hewson and Mr. Francis B. Andrews Unable to Walk—  
Lack of Lights at Rear of the  
Caboose Believed to be Responsible.

Two passengers were slightly injured and one hundred and fifty or more badly shaken up last night when the C.P.R. express from Owen Sound crashed into a standing freight about two hundred yards north of the St. Clair avenue crossing in West Toronto. The accident occurred shortly after 1 o'clock. The express, with three well-filled coaches, was running at a moderate rate of speed. About a quarter of a mile north of St. Clair avenue the engineer, William Newman, saw the dark outline of a freight caboose down by his side ahead, and almost before he had time to apply the brakes the heavy engine was plunging its way through the wooden car.

**Caboose Split in Two.**  
The freight was made up of sixty coal cars, the three end ones being empty. When the engine struck the caboose it split it apart. One-half dropped down the gully to the west, while the other, containing the engine, toppled over into a deep ravine on the east side. It caught fire almost immediately.

The coal car adjoining the caboose was wrecked, and the two following

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Owen Sound  
Train

car.

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The coal car adjoining the caboose was wrecked, and the two following cars went up in the air, the middle one almost burying the first. Only the two end coal cars were smashed, the rest of the long train escaping damage.

**Passengers Thrown About.**

The passengers were thrown into great excitement by the shock of the collision. They had absolutely no warning. As the train was nearing West Toronto Station, a number of the travellers were standing up putting on their coats, and were thrown down violently. The conductor, Geo. Henderson of 28 Scarsden avenue, was standing in the aisle, and was thrown some distance.

While a number of passengers received bruises, only two were unable to walk to the cars. They were Mr. William H. Hewson of 515 Bathurst street, and Mr. Francis H. Andrews of 122 Howland avenue, both commercial travellers. Mr. Hewson had his left knee badly twisted, while Mr. Andrews had his left ankle sprained.

Dr. Clendenning arrived on the scene half an hour later and attended the injured men. For an hour and a half they were forced to wait until a cabman manoeuvred his vehicle among the ravines to within a short distance of the wreck. Mr. Hewson, who was suffering considerably, had to be carried down the side of the steep embankment, up the other side, and over a wire fence to the cab.

An auxiliary in charge of George H. Kelly arrived over two hours later, and by midnight the line was clear.

**Fixing the Responsibility.**

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**Fixing the Responsibility.**

It is probable that diamonds may follow the inquiry into the cause of the accident. Although stories are conflicting, it appears that there was no tail light on the caboose of the freight, and for this Conductor Sidney Stephens will have to make an explanation.

The freight was ten minutes ahead of time, and should, it is understood, have waited for the express to pass. In attempting to run in ahead the draw-head of the engine pulled out, and the cars had to be left on the track.

One reason given for the absence of lights is that the rear brakeman, whose duty it was to place the lights, was left behind at Kilsberg, making the train in some way. He came down on the pilot of the passenger engine, and jumped just before the collision.

Neither the engineer of the passenger engine nor his fireman, William Worthington, was hurt, although both were badly shaken up.

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